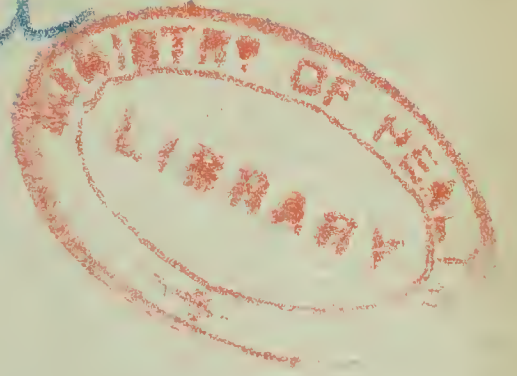


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HULL & GOOLE PORT HEALTH AUTHORITY.



ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

FOR

1938.

NICOLAS GEBBIE, M.D., D.P.M., D.P.H.,
Medical Officer of Health.



HULL & GOOLE PORT HEALTH AUTHORITY.

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HULL AND GOOLE PORT HEALTH AUTHORITY.

Constituted by an Order of the Local Government Board, dated 11th June, 1887.

Members Elected by the Corporation of Kingston upon Hull.

ALDERMAN W. E. COPELAND, J.P. (*Chairman*).

ALDERMAN R. W. WHEELDON, J.P.

COUNCILLOR H. HARRISON.

Members Elected by the Goole Borough Council.

ALDERMAN E. JOHNSON (*Deputy-Chairman*).

COUNCILLOR E. CREEK.

Officers of the Authority—

A. PICKARD, Solicitor, *Clerk*.

C. H. POLLARD, *Treasurer*.

NICOLAS GEBBIE, M.D., D.P.M., D.P.H., *Medical Officer of Health*.

D. A. CADMAN, M.D., D.P.H. (to 17th Oct. 1938.),
Senior Assistant Medical Officer of Health.

D. DIAMOND, M.R.C.P. Lond., M.R.C.S., D.P.H. (from 18th Oct., 1938),
Deputy Port Medical Officer of Health.

W. N. M. MASON, M.D., D.P.H., *Assistant Medical Officer of Health*.

A. M. ERSKINE, M.D., D.P.H., *Deputy Medical Officer of Health (Goole)*.

*J. G. PALEY, M.R.C.S., L.R.C.P., D.P.H., *Assistant Medical Officer of Health*.

A. R. TANKARD, F.I.O., F.C.S., *Analyst*.

H. P. LEWIS, M.R.C.V.S., *Chief Food Inspector*.

GEORGE H. DUNSTAN, Cert. Royal San. Inst. (to 19th July, 1938),
Senior Inspector.

A. J. W. HARDING, Cert. Royal San. Inst. (from 20th July, 1938),
Senior Inspector.

J. R. Z. BOWNASS, Cert. Royal San. Inst., *Assistant Inspector*.

M. THOMAS, Cert. Royal San. Inst., *Assistant Inspector*.

G. WALLACE, Cert. Royal San. Inst. (from 10th Oct., 1938).

S. RHODES, Cert. Royal San. Inst., *Assistant Food Inspector*.

B. E. C. COLE, Cert. Royal San. Inst., *Assistant Food Inspector*.

A. DAY, Cert. Royal San. Inst., *Assistant Food Inspector*.

G. E. FOX, *Ratcatcher*.

E. STUBLEY, *Ratcatcher*.

S. JOHNSON,
S. BROADBENT, } *Clerical Staff*.

Offices of the Authority—

ZELDA CHAMBERS, 18-19, MARKET PLACE, HULL.

* Under a scheme whereby all whole-time Medical Officers of the Hull City Council and the Hull and Goole Port Health Authority became interchangeable, these officers are available for occasional duty on port work.



ZELDA CHAMBERS,
18-19, MARKET PLACE,
HULL, *July*, 1939.

*To the Chairman and Members of the
Hull and Goole Port Health Authority.*

GENTLEMEN,

I have the honour to submit the Report of the Medical Officer of Health of the Hull and Goole Port Health Authority for the year ended 31st December, 1938.

During the year 807 ships were boarded by the Authority's Medical Staff, and 6,072 by the Inspectorial Staff.

The Inspectors paid 8,133 visits to ships for the purpose of inspection, and on 1,297 vessels sanitary defects were discovered.

The investigation of rat infestation of ships continued to receive the special attention of the Authority's staff, and measures for the control of rodents on ships and shore were pursued continuously throughout the year. 3,387 rats were destroyed on ships and 711 on quays, wharves, docks, &c. Of the rats caught 451 were submitted to bacteriological examination by the Senior Assistant Medical Officer of Health, and none showed evidence of plague.

It is again my pleasure to acknowledge the efficient and loyal service rendered by all the members of the staff of the Authority—medical, veterinary, inspectorial and clerical. Each officer has brought his specialist knowledge and experience to bear upon the varied problems met with in his daily work, and, under the able guidance of Dr. Cadman, the staff have carried through a heavy programme of work with tact and discretion, and with as little interference as possible with shipping. Dr. Cadman left the City on the 31st October, 1938, to take up medical practice, and he carried

with him the best wishes of all his colleagues. I cannot speak too highly of the able and devoted services he rendered to the Authority during the seven years' tenure of his office in Hull, and I would take this opportunity of thanking him for his unfailing courtesy to all with whom he came in contact, and for his unswerving loyalty to me. He is succeeded by Dr. D. Diamond, Deputy Medical Officer of Health of Hull, as Deputy Medical Officer of Health to the Hull and Goole Port Health Authority at Hull, who thus returns to the department he served so ably as Assistant Medical Officer a few years ago.

I would also express my appreciation of the assistance so willingly placed at the disposal of the Port Health Department by my colleagues, the Clerk, the Treasurer and the Analyst to the Authority.

My thanks are also gratefully tendered to H.M. Collector of Customs and his officers, especially the Waterguard; to H.M. District Inspector (Home Office—Aliens Branch) and his staff; to the Pilots and Dock Masters, and to the Owners, Agents and Masters of vessels for their cordial co-operation with the officers of the Authority.

Those of us who are privileged to work for the Authority are grateful for the encouragement we receive from the Chairman and Members of the Hull and Goole Port Health Authority in our efforts to secure the betterment of the health and working conditions of the members of the mercantile marine.

I am,

Your obedient Servant,



NICOLAS GEBBIE,

Port Medical Officer of Health.

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REPORT.

Jurisdiction of Port.

There has been no alteration in the definition of the limits of jurisdiction of the Port Health Authority.

Staff.

On the 17th October, 1938, Dr. D. A. Cadman relinquished the position of Senior Assistant Medical Officer of Health after 6½ years' service with the Authority. He was succeeded by Dr. D. Diamond, who was appointed Deputy Port Medical Officer of Health.

On the 19th July Mr. G. H. Dunstan retired on superannuation after 27 years' service with the Authority. He was succeeded by Mr. A. J. W. Harding, an Assistant Inspector on the present staff. The vacancy thus created for an Assistant Inspector was filled by Mr. G. Wallace.

Amount of Shipping entering the Port during the year.

During 1938, 12,478 vessels entered the Ports of Hull and Goole with a total net tonnage of 7,598,135, as against 13,829 vessels with a total net tonnage of 7,914,090 in 1937.

In the year under review, 807 ships were boarded by the Medical Officers of the Authority; this shows a decrease of 27 when compared with the figure for 1937.

The Sanitary Inspectors visited 6,072 vessels, on 1,297 of which sanitary defects were discovered; 422 of these were rectified. In 1937 the figures were respectively 6,664, 1,670 and 423. Details of this work will be found in Table 1, pages 52-53.

HULL.

TABLE A.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vess'ls rep'td as having or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'ctor			
FOREIGN—							
Steamers	3,086	4,139,040	741	2,317	707	228	32
Motor* ..	684	1,174,680	61	422	104	53	6
Sailing ..	1	2,585	—	1	1	1	—
Fishing ..	3,256	519,137	4	758	166	24	—
Total Foreign	7,027	5,835,442	806	3,498	978	306	38
COASTWISE—							
Steamers	1,265	540,052	—	998	91	31	—
Motor* ..	924	159,821	—	203	33	13	—
Sailing ..	9	1,478	—	2	—	—	—
Fishing ..	583	69,960	—	1	—	—	—
Total Coastwise	2,781	771,311	—	1,204	124	44	—
Total Foreign and Coastwise	9,808	6,606,753	806	4,702	1,102	350	38

GOOLE.

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vess'ls rep'td as having or having had during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'ctor			
FOREIGN—							
Steamers ..	1,052	480,311	1	676	78	32	—
Motor* ..	173	35,686	—	80	29	10	—
Sailing ..	—	—	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—
Total Foreign	1,225	515,997	1	756	107	42	—
COASTWISE—							
Steamers ..	900	372,773	—	475	65	23	—
Motor* ..	488	91,379	—	139	23	7	—
Sailing ..	57	11,233	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—
Total Coastwise	1,445	475,385	—	614	88	30	—
Total Foreign and Coastwise	2,670	991,382	1	1,370	195	72	—
Total Foreign & Coastwise, Hull and Goole ..	12,478	7,598,135	807	6,072	1,297	422	38

* Includes mechanically propelled vessels other than steamers.

NOTE.—Thirty-three informal notices were served and verbal orders given to Masters and Officers in charge of vessels at the Ports of Hull and Goole respecting defects on board.

Figures in columns 1 and 2 supplied by H.M. Collector of Customs for the Ports of Hull and Goole.

CHARACTER OF TRADE OF PORT.

Passenger Traffic.

During 1938, 34,278 passengers entered or departed from the Ports of Hull and Goole as against 33,054 for the previous year. During the year 786 transmigrants entered the Port of Hull; in 1937 the number was 977. These passengers come chiefly from Finland, Poland, Norway and Sweden. Business men, coming for short periods only, form the majority of passengers from Holland, Belgium, Denmark, Norway, Sweden and Finland.

The number of aliens entering the district through Goole during 1938 was 115, compared with 98 in the previous year.

Vessels carrying passengers arrive regularly at Hull from Holland, Belgium, Norway, Sweden, Finland, Germany and Danzig (Free State). Passengers come to Goole principally from Holland, Belgium and Germany.

During the summer months there is a weekly passenger service between Aberdeen, Leith, Newcastle and Hull.

Occasionally liners from Australia and Vancouver bring passengers to Hull via Plymouth, Southampton and London.

TABLE B.

HULL. Passenger Traffic during 1938.

No. of Passengers.		1st Class.	2nd Class.	3rd Class.	Trans-migrants.	Total.
Inwards	Aliens ..	5,185			786	17,776
	British..	11,805			—	
Outwards	Aliens ..	5,004			365	15,572
	British..	10,203			—	

Total Passengers, Inwards and Outwards 33,348.

TABLE B.—*Continued.*

GOOLE.

No. of Passengers.		1st Class.	2nd Class.	3rd Class.	Trans-migrants.	Total.
Inwards	Aliens ..	115			—	354
	British..	239			—	
Outwards	Aliens ..	158			—	576
	British..	418			—	

Total Passengers, Inwards and Outwards 930.

Figures for Table B were supplied by H.M. District Inspector (Home Office—Aliens Branch).

Cargo Traffic, including Foreign Countries from which vessels arrive.

The trade of the Port of Hull in common with that of the other large British ports is world-wide and endless in its variety, whereas that of the Port of Goole is chiefly connected with Holland, Belgium, Germany and France.

There are regular sailings from the Humber to Baltic, Continental and Mediterranean ports. An extensive trade is also carried on with North and West African ports, India, the River Plate, Australia and Canada ; and there are arrivals from the Far East and the East and West Indies.

The chief imports of Hull are :—

Butter, Cheese, Margarine and Condensed Milk from Holland, Denmark and Finland.

Eggs from Egypt, Danzig and Denmark.

Oil producing Seeds and Beans from Egypt, West Africa, India, the Far East and the Argentine.

Mineral Oils from Mexico and U.S.A.

Wool from Australia and New Zealand.

Fruit and Vegetables from Spain, Italy, Holland, Belgium, Germany, Jaffa (Palestine), Canary Islands, U.S.A., Australia, New Zealand and South Africa.

Cotton Seed and Oil Cake from Egypt.

Wheat from the Argentine, Australia, North and South America, India and Russia.

Copra from the Far East.

Paper and Pulp from Norway, Sweden and Finland.

Straw Boards from Belgium and Holland.

Timber from the Baltic and West Africa.

Fish from the North Sea, Iceland and Norway.

Bacon from Holland and Denmark.

Tanning Materials from India.

Painters' Colours from India, France and Spain.

Dried Hides from India.

Rubber and Copal Resin from the West Coast of Africa.

Wines from Spain, Portugal, France and Italy.

Manufactured Goods from Germany and Holland.

Onions from Spain, Portugal and Egypt.

Coastwise Trade with Aberdeen, Leith, Tyne Ports, Sunderland, Tees Ports, Grimsby, Wisbech, King's Lynn and London.

Inland Waterways :—Aire and Calder Navigation Company trading with Leeds, Bradford, Halifax, Castleford, Sheffield, Thorne, Doncaster, Selby, Brighouse, Barnsley, Wakefield, Huddersfield and Goole.

Trent Navigation Company trading with Newark, Nottingham, Leicester, Nuneaton, Gainsborough and Loughborough.

The chief exports from Hull are Cotton and Woollen manufactured goods, Chemicals, Dyes and Colours, Coal, Coke, Feeding Stuffs for Animals, Grain, Flour, Machinery, Metals, Oils and Fats (edible), Seeds and Nuts for oil, Vehicles, Locomotives and Motor Cars.

A large proportion of the trade of Hull is carried on with India, West Africa, Egypt and the Argentine. In these countries Plague is endemic or epidemic from time to time, and thus the loading ports come into the category of "Infected Ports."

GOOLE.

IMPORTS :—Dairy Produce, Margarine, Timber, Woollen Rags, Sugar, Cocoa, Cotton Yarn, Hair, Leather, Machinery, Tobacco, Pipes, Toys and Games.

EXPORTS :—Cotton Yarn and Manufactured Cotton Goods, Woollens, Coal and other fuels, Machinery, Metals, Chemicals, China and Earthenware, Cured and Salted Fish.

SOURCE OF WATER SUPPLY.

For the Port.

	Source of Water.		
St. Andrew's Dock	L.N.E.R.	supply.	
Albert and Sir Wm. Wright Docks	do.		
Humber Dock	Hull Corporation	supply.	
Victoria Dock	do.		
Alexandra Dock	do.		
King George Dock	do.		
Saltend Jetty, No. 1	do.		
„ „ No. 2	do.		
Goole Docks	Goole Borough Council	supply.	

The water, which is very pure, is derived from deep wells ; its hardness is just over twenty parts per 100,000, about six being permanent.

For Shipping.

The water supplied to ships is identical with that of the port and is delivered either by means of water boats or by hydrants situated on the dock-side.

Number of Water Boats and their Sanitary Condition.

Docks.	Number of Boats.	Capacities in Tons.
St. Andrew's	3	98, 98, 60
Albert and Sir Wm. Wright ..	2	56, 35
Humber '	1	40
Victoria	1	43
Alexandra	3	45, 60, 65
Goole	2	25, 40

These boats are inspected at frequent intervals by the Authority's Inspectors, who report immediately any conditions which require attention. The vessels are cleaned out periodically and the tanks cement-washed. In addition to these measures samples are taken, from time to time, for chemical and bacteriological examination.

Inspection of Fresh Water Tanks in Ships.

During the year the fresh water tanks on 16 ships were found to contain deposits indicating the need for cleansing. In these cases

orders were given to empty, cleanse and cement-wash the tanks. These instructions were complied with before the vessels left the Port.

It should be noted that in many vessels no record is kept of the port of origin of the water. The information in Table 2, pages 54-55, was in all cases verbal.

Water Examinations.

Forty-two water samples obtained from vessels or water-boats were examined. The sources of the water and the chemical and bacteriological findings are shown in Table 2, pages 00-00.

Chemical Examination.

The Port Analyst reports :—The results of my examinations of the forty-two waters submitted are shown in the table below :—

Waters.	Total.	Satis- factory.	Fairly Satis- factory.	Unsatis- factory.
From ships in docks at Hull :—				
Alexandra Dock ..	35	31	2	2
King George Dock ..	4	3	1	—
Victoria Dock	2	1	1	—
From Water-boat at Hull :—				
Victoria Dock	1	1	—	—
	—	—	—	—
	42	36	4	2
	—	—	—	—

“The unsatisfactory waters contained nitrites, substances usually indicating the presence of objectionable animal pollution. It was recommended that the water-tanks should be emptied, cleansed and re-filled with fresh water.

“The fairly satisfactory waters showed somewhat high proportions of salt, abnormal amounts of ammonia, or of readily oxidisable organic matters. Whilst these results may be due in large part to vegetable contamination of a harmless kind, the waters generally were not of a character enabling me to classify them as completely satisfactory.

“The one water examined from a water-boat was chemically pure and satisfactory.”

Bacteriological Examination.

All the samples were examined bacteriologically by the Medical Staff under the supervision of the Senior Assistant Medical Officer of Health.

Where the water samples were considered unsatisfactory, as the result of the chemical or bacteriological findings, instructions were given for the water tanks to be cleaned out and for a fresh supply of water to be taken in at this port.

In five instances where the drinking water was found to be unsatisfactory, it was impossible to take any action owing to the short stay of the vessel in port, but assurance was given that the tanks would be attended to at the first opportunity.

PORT SANITARY REGULATIONS, 1933.

During the year 35 cases of infectious diseases were found on vessels arriving at the port ; of these, 5 were passengers and 30 were members of crews.

The cases were as follows :—Malaria 17, tuberculosis 5, influenza 4, chicken-pox 3, measles 2, pneumonia 2, mumps 1, and erysipelas 1.

Of the 25 cases of infectious disease occurring on vessels during the voyage but disposed of prior to arrival, 21 were cases of malaria.

No case or suspected case of human plague, cholera, yellow fever or small-pox occurred within the area of the Authority during 1938.

Details of cases of infectious sickness landed from vessels are shown in Tables C and 4, pages 25 and 58, and in Table D, page 25, particulars of cases of infectious sickness occurring on vessels during the voyage but disposed of prior to arrival.

Table 3 (pages 56–57) gives a monthly return of the ships boarded by Medical Officers and their ports of origin.

In Table 4 (page 58) will be found details of cases of sickness discovered on vessels boarded on arrival at the Port by the Medical Officers.

Details of cases of infectious sickness occurring on vessels during the voyage to Hull or Goole will be found in Table 6 (pages 60-63).

ARRANGEMENTS FOR DEALING WITH DECLARATIONS OF HEALTH.

The method of supplying copies of the Declaration of Health to H.M. Customs for distribution from the Long Room has been continued and will, it is anticipated, remain the most convenient way of placing the "Declaration" on outward-bound vessels for use on their return to a British port.

Supplies are still required by the Medical Officer if boarding prior to H.M. Customs Officer, as ships frequently arrive without the necessary form. These vessels are chiefly engaged in irregular trade with far distant ports and, therefore, do not get many opportunities for obtaining supplies of the "Declaration."

It also happens that the form is mislaid during the ship's absence from the country.

A supply of these forms has been placed on the cutter used by the Humber Conservancy Board at the mouth of the Humber so that pilots may carry them when they board vessels from "foreign."

Collection of Declarations of Health.—When a foreign-going ship arrives in the district from "foreign" the necessary Declaration of Health is collected in the case of ships coming from an Infected Area by the Medical Officer when he boards the vessel. On the other hand, if the ship's port of loading should be situated in some area which is not regarded as infected by reason of Article 11, the Customs Officer who boards the vessel takes deliverance of the form and forwards it to the Offices of the Port Sanitary District by post, unless the "Declaration" is not clean by reason of Article 12, in which instance he communicates immediately with the Medical Officer and informs him of the circumstances which exist on board the vessel in question.

The arrangements have operated quite smoothly throughout the year. Much of this is due to the courtesy of the Superin-

tendent of H.M. Customs Waterguard together with the hearty co-operation of all his officers.

BOARDING OF VESSELS ON ARRIVAL.

All vessels entering the Ports of Hull and Goole and which have come from any port situated in the list of Infected Areas prepared by the Medical Officer in accordance with Article 11 of the Port Sanitary Regulations, 1933, are boarded upon arrival by one of the Authority's Medical Officers, unless she has called at a British port and discharged cargo there or has not touched at an infected port during the previous six weeks. The vessel is generally boarded after she has moored at her berth, as this allows of a complete mustering of the crew for examination. Formerly, many vessels were boarded as they passed through the lock-pits, but this practice is much to be deprecated, as it does not permit of a thorough examination of the crew and also limits the Medical Officer to a rather short period of time in which to carry out his work. Vessels are very rarely boarded in the river as this would cause considerable inconvenience and delay to shipping without any attendant advantage.

Ships from regions other than those included in the Infected Area List are not visited by the Medical Officer unless the Customs Officer on boarding duty reports an unclean Declaration of Health.

Occasionally, the Master of a vessel asks for the attendance of the Medical Officer when there is sickness on board, the nature of which is doubtful, and the Captain is uncertain whether or not he should enter the particulars on the Declaration of Health.

NOTIFICATION TO THE AUTHORITY OF INWARD VESSELS REQUIRING SPECIAL ATTENTION (WIRELESS MESSAGES, LAND SIGNAL STATIONS, INFORMATION FROM PILOTS, CUSTOMS OFFICERS, ETC.).

Vessels entering the Humber usually send a signal to the land station situated at Spurn Point. This signal containing "passing-in news" together with any other matter which may warrant attention on arrival in Hull, is forwarded to the owner or agents as the case may be, and they notify the Port Health Authority in cases where

the message contains reference to the presence of sickness on board. As the signal station is approximately two hours steaming from Hull Roads it would appear that no extra advantage is to be gained by making use of wireless in the transmission of messages appertaining to the conditions of health prevailing on board vessels entering the river unless satisfactory arrangements could be made so that the Master could despatch his message at least four hours before arrival.

As a rule, when Pilots board ships off Spurn Point, they ask the Master if all on board are well, and, if there are circumstances which appear to them to require the attention of the Medical Officer, they notify the Customs Officer, who then telephones to the Sanitary Inspector on duty, who, in turn, makes arrangements for the vessel to be boarded by the Medical Officer.

If there has been sickness during the voyage of a particular ship the Pilot either remains on board until the Medical Officer liberates the vessel or leaves his (the Pilot's) name and address with the Master.

Officers of H.M. Customs Waterguard supply the Inspector on duty with news of the movement of vessels from infected areas, and it is upon this information that the Inspector makes the arrangements for the vessel to be visited by the Medical Officer.

The Customs Officer only notifies the Sanitary Inspector about vessels from non-infected areas when the Declaration of Health is not clean or where there is sickness on board the nature of which is doubtful.

MOORING STATIONS DESIGNATED UNDER ARTICLE 10 :

(a) WITHIN THE DOCKS : (b) OUTSIDE THE DOCKS.

The Quarantine Station at No. 7 Buoy in the River Humber has been retained as the outside Mooring Station for both Hull and Goole, and although it is some seven miles down the river from the Hull Docks, it is the nearest convenient point at which such a station can be placed.

Inside Mooring Stations.—Four inside mooring stations have been established in the Hull Docks at which “infected” or “sus-

pected" ships can be dealt with as occasion arises. They are as follows :—

1. King George Dock. The berth known as the "Dry Dock End Overside Berth."
2. Alexandra Dock. The Buoys.
3. Victoria Dock. The berth between the end of the coal conveyors and the dolphins.
4. Wm. Wright Dock. The berth immediately off the Bull Nose at the entrance to the Graving Dock.

At Goole the situation of the Inside Mooring Station has been chosen on the south side of the Barge Dock and is known as the Western Berth Barge Dock.

Besides the above official stations, provision has been made for any place of mooring, loading or discharge to be regarded as a mooring station when necessary.

PARTICULARS OF ANY STANDING EXEMPTIONS FROM THE PROVISIONS OF ARTICLE 14.

For the purpose of Article 14 (1) standing exemption has been granted in respect of all infectious diseases with the exception of Cholera, Plague, Yellow Fever, Small-pox and Typhus, and also in respect of vessels from Infected Areas presenting, upon arrival, a clean Declaration of Health.

EXPERIENCE OF WORKING OF ARTICLE 16.

In order to conform to the requirements of the above article in the new Port Sanitary Regulations, instructions have been printed on page 4 of the Declaration of Health under the heading "Instructions to Masters," that no person must leave or board the vessel, with the exception of Pilots, H.M. Customs Officers, H.M. Immigration Officers and Officials of the Port Health Authority, until she has been cleared by the Medical Officer. During the past year some difficulty has been experienced in carrying out the provisions of this Article. Most shipowners or their agents have courteously co-operated with us in fulfilling the obligations of the Regulations. It has been noticed, however, that on occasions

the Regulations have been disregarded and unauthorized persons have boarded the vessels before the granting of pratique.

When a ship arrives in the port with dangerous infectious disease on board or has come from an Infected Area, the Master is required to deliver to the Medical Officer a list containing the names and addresses of all persons on board. In the case of a ship where the crew is not "paying off" this requirement is not enforced. These lists are filed at the Office of the Authority for a period of six weeks and then destroyed.

Should there be dangerous infectious disease on any ship entering the port, "Business Reply Cards" are issued to passengers and crew (if paying off) so that they may notify the Authority of any change of address. So far no occasion has arisen when these cards have been required.

WHAT, IF ANY, ARRANGEMENTS HAVE BEEN MADE FOR:—

(a) **Premises and waiting rooms for medical examination.**—The examination of passengers and members of ships' crews is generally carried out on board the vessel; should it become necessary to investigate the circumstances more closely than is possible on board, good facilities for the purpose exist at the Corporation Disinfecting Station.

(b) **Cleansing and disinfection of ships, persons and clothing and other articles.**—When it so happens that a case of infectious disease has been taken from a ship in the Port Health District, one of the Authority's Inspectors proceeds to the ship and thoroughly disinfects the quarters by means of formalin or by burning sulphur; occasionally liquid sulphur dioxide is used as an alternative. Where the disease is transmissible by vermin the quarters are thoroughly dealt with by using hydrogen cyanide in double concentration, *i.e.*, 4 ozs. per 1,000 cubic feet, as a fumigant.

When the ship's water comes under suspicion, samples are chemically and bacteriologically tested, and if these prove unsatisfactory the Master is required to empty, cleanse and cement-wash

the tanks before taking in a fresh supply. In certain circumstances, the bilge and other waste water might require disinfection ; crude carbolic acid would then be employed.

When it becomes necessary to cleanse persons from ships, opportunity is taken of the excellent facilities which obtain at the Corporation Disinfection Station for giving disinfectant baths and also for delousing verminous persons. At the same station there is modern equipment for the sterilisation of clothing and other articles.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations.—Situating at the Corporation Disinfecting Station are two large cottages, one for females and one for males. These are always kept in readiness for the reception of infected persons or those whom it is desirable to keep under observation for a few days. Each cottage is equipped with a large sleeping room with bath-room and water-closet attached. Dining rooms are also available at the station.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small-pox and other Infectious Diseases.—The Authority maintains 25 beds at the City Isolation Hospital, Cottingham, and 6 at the Isolation Hospital, Goole, where cases of Plague, Cholera, Yellow Fever, Small-pox or any infectious disease requiring isolation can be treated.

(e) Ambulance Transport.—Four ambulances for the removal of patients and two vans for bedding, &c., are maintained at the Corporation Disinfecting Station. The services of these vehicles are available at any time of the day or night by telephoning to the Superintendent who is in residence at the station.

(f) Supervision of Contacts.—In the event of a ship arriving in the port with dangerous infectious disease on board requiring the contacts to be placed under strict observation, such contacts are removed to the cottages at the Corporation Disinfecting Station where they are medically examined daily for the requisite period. Where surveillance only is necessary, names and addresses are taken, and the Medical Officers of the districts to which the

contacts are proceeding are notified of the circumstances. "Business Reply Cards" are issued when required so that any change of address may be notified to this office.

ARRANGEMENTS FOR THE BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RATS FOR PLAGUE.

On the first floor of the Authority's offices a room has been equipped for carrying out bacteriological examinations. All rats trapped or found dead by the Rat Catchers are brought to the laboratory, where they are carefully examined externally and a proportion, not less than 10 per cent., submitted to dissection so that any abnormality of the glands may be noted. Smears are then taken from the spleen and from any suspicious glands, for the detection of the presence of organisms.

The Rat Catchers of the London and North Eastern Railway Company bring in samples of their catches from time to time. These are all submitted to examination. This work is carried out under the supervision of the Deputy Port Medical Officer.

ARRANGEMENTS FOR OTHER BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATIONS.

The only other bacteriological work carried out at the Authority's Offices is connected with water examinations. Water samples are taken from ships' tanks by the Sanitary Inspectors several times a month. The water is examined by the Medical Officer, special attention being directed to the presence or absence of the organisms of the Coli-typhoid group. At the same time another sample is submitted to the Port Analyst for chemical examination. If the water, as a result of either or both of these examinations, is unsatisfactory, orders are issued to the Master of the Vessel concerned to pump out, cleanse and cement-wash the tanks before taking in a fresh supply.

Besides the routine examination of water samples specimens are taken for examination from ships where there is or has been on board sickness which can be transmitted by means of water.

ARRANGEMENTS FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASE AMONG SAILORS UNDER INTER- NATIONAL ARRANGEMENTS.

Enquiries are made on all ships entering the port, either by the Medical Officer or an Inspector of the Authority, into the occurrence of Venereal Disease on board. Ratings suffering from this disease are strongly urged to attend the Corporation Venereal Diseases Clinic in Mill Street for proper treatment, and for advice as to where such treatment can be obtained in foreign countries. Cards setting forth the dangers of neglect of treatment, and giving the address of the Clinic in English, French, Spanish and several other languages are issued to the persons concerned.

All seamen who are suffering from a fresh infection are given a Seaman's Card, Form V., or "International Carnet" in which the medical officer at the Clinic enters pathological reports, details of treatment, &c., so that when the patient presents the card at another clinic he may have the treatment continued. When a seaman is leaving the Clinic and treatment has not been concluded, he is told where he may obtain advice at his next port of call.

At the Bartholomew Hospital, Goole, the Deputy Medical Officer of Health conducts a clinic for these diseases.

During the routine work of the Medical Officers and Sanitary Inspectors, 233 cases of Venereal Disease were discovered; of these, 222 attended at the Clinic for treatment.

ARRANGEMENTS FOR THE INTERMENT OF DEAD.

In cases where death has occurred from any of the five major diseases, *i.e.*, Plague, Cholera, Yellow Fever, Typhus and Small-pox, the Authority is strongly in favour of cremation and would press for this method of disposal. In Hull there is a well-equipped crematorium for this purpose.

OTHER MATTERS, IF ANY, REQUIRING OR RECEIVING ATTENTION.

Pilots, Masters, Officers of H.M. Customs Waterguard, Ship-owners and Agents have all helped the Officers of the Authority in the fulfilment of their duties under the 1933 Regulations.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1938.		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Malaria ..	2	15	13	13·6
Influenza ..	—	4	4	10·2
Measles ..	—	2	2	·8
Tuberculosis ..	1	4	5	2·6
Pneumonia ..	1	1	2	1·8
Chicken-pox ..	1	2	2	1·2
Mumps ..	—	1	1	·4
Erysipelas ..	—	1	1	—
Enteric Fever ..	—	—	—	3·0
Scarlet Fever ..	—	—	—	·4
Dysentery ..	—	—	—	1·0

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of prior to arrival.

Disease.	No. of cases during 1938.		No. of Vessels concerned.	Average No. of cases for previous 5 years.
	Passengers.	Crew.		
Malaria ..	—	21	7	17·0
Measles ..	1	—	1	1·8
Pneumonia ..	—	1	1	1·0
Dysentery ..	—	1	1	·2
Tuberculosis ..	—	1	1	·4
Influenza ..	—	—	—	6·2
Scarlet Fever ..	—	—	—	·6
Chicken-pox ..	—	—	—	2·4
Enteric Fever ..	—	—	—	1·6
Rubella ..	—	—	—	·2
Whooping Cough ..	—	—	—	·6
Diphtheria ..	—	—	—	·4
Mumps ..	—	—	—	·2

MEASURES AGAINST RODENTS.

STEPS TAKEN FOR DETECTION OF RODENT PLAGUE.

(a) In Ships in the Port.

The Authority's Rat Catchers are constantly trapping on board vessels from Infected Areas and on all other ships where there is evidence of a large rat population. Foremen stevedores help the officials of the Authority by informing them of the presence of any dead rats discovered while cargoes are being unloaded.

All rats trapped or found dead on board are brought to the laboratory, where at least ten per cent. of those trapped and all found dead are submitted to careful examination for the presence of disease.

Table E (page 32) shows that the total number of rats destroyed by fumigation and by the Authority's Rat Catchers was 3,387. Of the total number of rats caught on ships, 436 were examined bacteriologically by the Senior Assistant Medical Officer. Details of these are set out in Table 7 (page 64). None showed evidence of Plague.

During the year the Rat Catchers laid traps on board 333 ships. On 234 of these the result was negative.

(b) On quays, wharves, warehouses, &c., in the vicinity of the Port.

Although the jurisdiction of the Authority does not extend to the neighbouring quays, wharves, warehouses, etc., the rat catchers of the London & North Eastern Railway Co., from time to time submit rats which have been caught in their warehouses for bacteriological examination. These are scrutinised and smears are taken from the spleens of all samples sent in.

Table F (page 32) gives particulars of the rats caught month by month, and shows that 711 rats were known to be destroyed on quays, wharves and warehouses on the dock estates. Of this number, 15 were submitted to bacteriological examination; none showed evidence of Plague.

MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS BETWEEN SHIPS AND THE SHORE.

All ships from " Infected Ports " are required to place efficient rat guards on all mooring ropes to prevent the passage of rats between ships and the shore. The Assistant Sanitary Inspectors pay daily visits to ships to see that this order is carried out.

In all cases where a Deratisation Certificate or a Deratisation Exemption Certificate is issued at this Port, Masters are strongly advised to pursue the under-mentioned rat precautionary measures during the whole time the vessel is at this Port, and also at subsequent ports of call, otherwise rats will gain easy access to the vessel and the validity of our certificates and the fumigations carried out under our supervision may be questioned.

The precautions required are :—

(a) All mooring ropes from ship to shore to be furnished with approved protective discs and to be kept in position throughout the period that the vessel is being discharged or loaded.

[Instead of the use of discs, all ropes and hawsers may be kept covered with fresh tar for a space of three feet adjoining, but not touching the quay. The tar to be kept moist and freshly applied night and morning.]

(b) The vessel to be kept at least three feet from the side of the wharf throughout the whole period that the vessel is in dock.

(c) Gangways to be limewashed top and bottom and well lighted at night.

(d) Gangways used for the discharge of cargo to be removed when the vessel is not working.

METHODS OF DERATISATION.

Ships.—The three methods of rat destruction used at this Port are (1) Fumigation by Sulphur Dioxide, (2) Fumigation by Hydrogen Cyanide and (3) Trapping. Poisoning is not used as a

means of deratisation. Particulars of the work undertaken during the year are shown in Tables G and H (pages 33-34).

(1) *Fumigation by Sulphur Dioxide*.—During the year 52 vessels were fumigated by this method, resulting in the destruction of 697 rats, equal to 13·4 rats per ship. In 1937, 75 ships were similarly dealt with ; 1,320 rats or 17·6 per ship being killed. The fumigations were undertaken by local firms under the supervision of the Inspectors. Where possible the work was done overnight.

The sulphur dioxide was generated by burning sulphur in shallow iron pans, raised on iron legs six inches above the deck. To ensure efficient combustion and the best possible diffusion of gas, the sulphur was distributed in seven pound lots to each container.

(2) *Fumigation by Hydrogen Cyanide*.—During the year 26 ships were fumigated by this method and 357 dead rats were found, or 13·7 per ship. Nineteen of these ships were fumigated by Discoids, one by Zyklon B, and six by liquefied hydrogen cyanide.

In 1937, 505 dead rats were recovered from 21 ships after fumigation with hydrogen cyanide, which gives an average of 24·04 rats per ship.

The work was carried out by private firms under the strictest supervision of your Medical Officers and Inspectors.

(3) *Trapping*.—The total number of rats trapped by the Authority's Rat Catchers was 2,333 ; the average number on the 99 ships on which rats were trapped was 23·5 rats per ship, or 7 per ship on the 333 ships on which traps were set.

The figures for 1937 were : traps set on 354 ships, 267 of which gave a nil result. The total number of rats trapped was 3,616. The average on the 87 ships on which rats were trapped was 41·5 rats per ship, or 10·2 rats per ship on the total number of ships on which traps were set.

The average number of rats caught on vessels on which traps were set, which include all vessels from the plague danger zones, were : 1938, 7 ; 1937, 10·2 ; and 1936, 8·03.

Premises in the Vicinity of Docks and Quays.—Trapping is the only method used. Seven hundred and eleven rats were destroyed by the rat catchers employed by the London and North Eastern Railway Co.

MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS AND ON SHORE.

The Authority's Rat Catchers board all vessels from "Infected Ports" and form an estimate of the rat prevalence from a search of the ship for excreta, runs, gnawing, nests, damage to cargo, or any other evidence of the presence of rats. Where evidence of recent rat infestation is found traps are set to confirm the findings. Any other vessel where, from information supplied by the crew, foremen stevedores, or Assistant Inspectors, the rat population is suspected to be large, is fully examined by the Rat Catchers.

The Assistant Inspectors also pay daily visits to all ships from "Infected Ports" to inspect cargoes, and ascertain if there are any dead rats or an unduly large rat population. Where the Master is not in possession of a valid certificate and all cargo is discharged at this port and there is evidence of marked infestation, fumigation is required.

Rat Catchers are employed by the London and North Eastern Railway Co., and information as to the rat population on wharves and in warehouses is received from this source. An arrangement is now in force with this Company to supply a monthly return of the rats destroyed. In some of the docks the foreman of the warehouse is made responsible to the Dock Superintendent for rat destruction in his own particular warehouse, and is encouraged to set traps and report any undue prevalence.

The Port Sanitary Regulations, 1933, came into force on the 1st May, 1933, and fulfil the requirements of Article 28 of the International Sanitary Convention of Paris, 1926. Briefly the purpose of these regulations is to require all ships except those employed in national coastwise trade, to be in possession of a certificate showing either that fumigation, trapping or other methods of destroying rodents have been

carried out under proper supervision, or that after inspection it was found that owing to the absence of or the small number of rats on board, no measures against rats were necessary. The former certificate is known as a Deratisation Certificate, the latter as a Deratisation Exemption Certificate. The certificate must be renewed every six months, but if a ship is proceeding to her home port its validity is extended to seven months.

During 1938, 504 certificates were issued as follows :—

	Deratisation Certificates.	Deratisation Exemption Certificates.
1. Hull	79	325
2. Goole	—	100

Little difficulty has been experienced during the year in carrying out the regulations, which were designed to secure uniformity of practice in all ports throughout the world. It will be observed that of 504 ships dealt with at Hull and Goole for such certificates 84 per cent. obtained exemption certificates and thus avoided the expense of fumigation.

RAT-PROOFING.

(a) To what extent are docks, wharves, warehouses, &c., rat-proof?

The Hull Docks and Warehouses are :—

Name of Dock.	Year Opened.	Area in Acres.	Number of Warehouses
Humber	1809	7 $\frac{1}{4}$	2
Prince's	1829	6	2
Railway	1846	2 $\frac{3}{4}$	5
Victoria (and Basins)	1850	24	7
Albert	1869	24 $\frac{1}{2}$	10
William Wright	1880	5 $\frac{3}{4}$	2
St. Andrew's (and Extension) ..	1883	19	—
Timber Ponds, Nos. 1 and 2 and No. 2 Extension	1883	39 $\frac{3}{4}$	—
Alexandra (and Extension) ..	1885	53 $\frac{1}{2}$	12
King George	1914	53	6 and grain silo.
Saltend Oil Jetty, No. 1. ..	1914	—	—
„ „ „ No. 2. ..	1928	—	—

The King George Dock, with its warehouses and grain silo, can be considered rat-proof according to modern requirements. The warehouses and silo are concrete structures, with raised concrete loading platforms and designed on most up-to-date lines to prevent ingress of rodents.

(b) Action taken to extend rat-proofing.

(1) *In ships*.—All ships are visited by an Inspector, and where there is evidence of gnawing in storerooms or food-lockers, instructions are given for their repair in order to render them as rat-proof as possible.

After fumigation, measures are taken to close any openings in the linings of the holds.

(2) *On shore*.—During the year under review there has been no occasion to complain of the scavenging of the Dock Estates, which, from almost daily observation, appears to be carried out in a fairly satisfactory manner.

The following statement gives the number of rats destroyed on ships and in docks, quays, wharves and warehouses during each of the past 10 years:—

1938	..	..	..	..	4,098
1937	..	..	..	..	6,273
1936	..	..	..	..	5,031
1935	..	..	..	..	5,081
1934	..	..	..	..	5,979
1933	..	..	..	..	6,723
1932	..	..	..	..	6,904
1931	..	..	..	..	8,238
1930	..	..	..	..	8,515
1929	..	..	..	..	8,203

TABLE F.
Rats destroyed during the year.
(1) On Vessels.

[illegible]

TABLE F.
(2) In Docks, Quays, Wharves and Warehouses.

[illegible]

TABLE G.
Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected Ports
arriving in the Port of Hull during the year.

Total Number of such Vessels arriving.	Number of such Vessels fumigated by S.O.2.	Number of Rats killed.	Number of such Vessels fumigated by H.C.N.	Number of Rats killed.	Number of such Vessels on which trapping, &c., were employed.	Number of Rats killed.	Number of such Vessels on which measures of Rat destruction were not carried out.
*470	19	230	11	207	248	2105	222

* Of these, 178 had discharged cargo at a port in Great Britain prior to their arrival in Hull and, therefore, were not boarded by a Medical Officer.

TABLE H.
Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued.					*No. of Deratisation Exemption Certificates issued.	Total Certificates issued.
		After fumigation with		After Trapping, Poisoning, &c.	Total.			
		H.C.N.	Sulphur.			H.C.N. & Sulphur.		
Ships up to 300 tons	101	—	—	—	—	101	101	
“ from 301 tons to 1,000 tons ..	163	1	2	—	3	160	163	
“ from 1,001 tons to 3,000 tons ..	126	19	30	—	49	77	126	
“ from 3,001 tons to 10,000 tons	114	6	20	—	1	87	114	
“ over 10,000 tons	—	—	—	—	—	—	—	
TOTALS	504	26	52	—	1	425	504	

* Included in the numbers under this heading are 100 Exemption Certificates which were issued after inspection of ships at Goole.

SHIP SANITATION.

During the year 6,072 ships were boarded by the Inspectors for the purpose of ascertaining their condition with regard to (a) Defects of original construction, (b) Structural defects through wear and tear, and (c) Dirt, vermin and other conditions prejudicial to health. The tables on pages 65-70 show the details of these inspections.

(a) Defects of Original Construction.

The principal defects under this heading concern inadequate ventilation of crews' quarters, water closets and wash-places. Another important group of defects comes under the heading of "Inadequate natural lighting of quarters". There is also the question of inadequate, or in some cases total absence of, water supply to W.C.'s. The majority of these defects of original construction are found on ships where the crews' quarters are situated forward. It has been stressed on numerous occasions that an important reform, so far as the hygiene of crews' space is concerned, would be the removal of the crew's quarters from the forward part of the ship. This part of the vessel bears the brunt of any heavy seas, and the difficulty of making satisfactory provisions for the crew's welfare, particularly as to lighting and ventilation, is not easily overcome.

It is interesting to note that in this group 494 defects of original construction were found on British ships, of which 62 were remedied, or 12.5%, as against 1,215 defects found on Foreign ships, of which 20 were remedied, a total of 1.6%.

(b) Structural Defects through Wear and Tear.

So far as British vessels are concerned 67% of the defects found in this group were remedied as compared with 50% of the defects remedied on Foreign ships.

It should be noted that by far the larger proportion of defects in this category, both for British and Foreign ships, come under the heading of "Defective W.C.'s and fittings." It may be noted that in many instances flushing arrangements had been installed at the time of construction, but have since been discontinued through the

supply tank or service pipe becoming dilapidated and not renewed. Flushing in these cases is carried out by means of buckets of water. This defect is most prevalent in the older type of ship.

(c) Dirt, Vermin and other Conditions prejudicial to Health.

This category can be sub-divided into two main groups, viz., crews' quarters with (a) dirty conditions and (b) verminous conditions, which account for most of the defects under this heading. So far as British vessels are concerned, out of a total of 909, group (a) comprises 508 and group (b) 372. The figures for Foreign vessels are : total defects 213, group (a) 80 and group (b) 126.

To provide an accurate picture of the dirty condition of crews' quarters, group (a) should be sub-divided into those ships that have actually "paid off" and ships that are still in commission, because it is a well-known fact that at the majority of ports, crews, when "paying off," in a large number of cases, leave their quarters in a dirty condition. It is to be hoped that by suitable propaganda and demonstration the crew will realise that it is entirely in their own interest to leave their quarters, when "paying off," in a decent and clean condition. It is to be hoped that in future years the of defects noted under this heading will show a considerable number decrease.

So far as verminous conditions are concerned, these in the majority of cases, are remedied prior to the ship leaving port. The defects found in this category are due mainly to the temporary expedients used in rectifying verminous conditions. It is very difficult for a ship which is only partially discharging its cargo and staying a short time in port to undergo a thorough fumigation with hydrogen cyanide for the verminous conditions of its crew's quarters. In well-established verminous conditions, HCN. fumigation is necessary.

There is undoubtedly a correlation between the inherent cleanliness of the crew, the practical interest shown by them in their quarters, and the verminous conditions which often exist in the crews' accommodation. It is to be hoped, therefore, that when ships' personnel fully appreciate this correlation of personal clean-

liness with the comfort and amenities of their quarters, defects in this category will largely disappear.

On August 30th the crew's quarters of the s.s. "Rosenborg" were fumigated with hydrogen cyanide (Discoids) for the destruction of vermin. The operation was carried out under the supervision of an Officer of the Authority. A certificate (on a special form) was issued on the completion of the operation.

HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessels	Number inspected during 1938.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	4,519	494	392	909
Foreign	2,360	1,215	324	213

Parrots (Prohibition of Import) Regulations, 1930.

In accordance with the above regulations, 46 parrots, 39 budgerigars and 9 love-birds were dealt with during the year.

The effect of these regulations is to prevent the importation of parrots into this country, except in certain exceptional cases.

Under official permits from the Ministry of Health, 7 parrots and 6 parrakeets were imported into this country through the Port of Hull. The birds were carefully examined on arrival and were apparently in good health.

Two budgerigars and 2 love-birds, the property of members of ships' crews, were destroyed on board vessels in the port.

Two parrakeets, the remainder of a consignment which had died during transit, were also destroyed.

Smoke Nuisances.

Vessels lying in the docks have been watched and, where necessary, those in charge of fires on board have been cautioned and requested to be careful when firing up, so as to avoid creating a nuisance by the emission of black smoke.

Disinfection of Cargo Conveyers (Canadian Regulations).

During the year no lighters or railway vans were disinfected under the supervision of the Authority.

In the previous year 2 lighters were disinfected under an Inspector's supervision to comply with the above regulations.

CERTIFICATES FOR GOODS FOR EXPORT.

During the year 9 certificates were issued to a firm at Goole with regard to consignments of wool for export to Hamburg. The material was examined by the Deputy Medical Officer of Health at Goole, who certified that the wool had been allowed to enter the Port of Goole without any restriction, and that while in the port it had not been exposed to infection.

Two certificates of a similar nature were issued to a Hull firm in respect of two consignments of animal hair.

CERTIFICATES OF HEALTH.

During the year 3 certificates in respect of the health of the port were issued to various industrial concerns.

Examination of Samples of Denatured Linseed Oil.

In 1938, four certificates were issued to a local firm to the effect that consignments of Raw and Boiled Denatured Linseed Oil for export to Basra and Iraq were unfit for human consumption. The material was to be used in the manufacture of paint.

Samples of the mixtures were examined by the Port Analyst in 1937, who reported on their unsuitability for edible purposes.

A certificate was issued to a local firm to the effect that the Senior Assistant Medical Officer of Health had investigated their process for the manufacture of tallow, and that he was satisfied that as a result of the treatment the material had been rendered free from infection.

Expenditure.

The total expenditure of the Port Health Authority for the year ended 31st March, 1938, was £5,710 ; £751 of this was incurred in connection with the inspection of aliens. The expenditure was met as follows :—

	£
Government Grant	2,301
West Riding of Yorks. County Council ..	61
Borough of Goole	415
City of Hull	1,905
Other income	1,028
	<hr/>
	£5,710
	<hr/>

Canal Boats.

The report of the Inspector on the Inspection and Registration of Canal Boats is set out in full :—

Canal Boats inspected	740
Additional Inspections made to ascertain if notices served and verbal cautions given had been complied with	176
	<hr/>
Total number of Inspections ..	916
	<hr/>
Canal Boats found in order	560
Canal Boats found contravening the Act	180
	<hr/>
	740
	<hr/>

The 740 canal boats inspected during the year are registered to accommodate 3,754 adult persons, whilst only 1,396 adults (1,255 males and 141 females) and 21 children were found to

be occupying them. The female adults and the children were found living on the boats chiefly during the summer. The number of children of school age was 3.

Particulars of Contraventions.

	Defects Found.	Defects Remedied.
Boats improperly marked and numbered	25	19
Absence of registration certificates ..	22	20
Requiring Repairs :—		
Decks, Stoves and Floors	8	
Cupboards and Bedberths	9	
Watercasks, Ventilators and Decklights	7	
	— 24	24
Certificates not having owner's correct address	15	13
Certificates not identifying owner with boat	21	21
Requiring renewal of paint	23	22
Cabins not in a clean condition	80	74
Bilge water not removed	3	3
Unregistered boats	12	10
	— 225	206
	—	—

With reference to the 19 contraventions which had not been remedied at the end of the year, notices have been sent to the owners or verbal cautions have been given and the cases are being followed up.

The 15 contraventions existing when the last annual report was presented have since been remedied.

In all cases where written notices or letters have been sent to the owners of the boats contravening the Act and Regulations the masters of the vessels have also been cautioned verbally.

Registration Particulars.

Total number of Canal Boats on the register on 31st December, 1937.. .. .	948
Total number of Canal Boats registered during the year	13
	—
	961
Registrations cancelled during the year	3
	—

Total number of Canal Boats on the register on 31st December, 1938	958
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Particulars of Boats registered during the year :—

Boats not previously registered	4
Boats previously registered with other Authorities..	4
Boats previously registered under the Merchant Shipping Act only	5

13

Copy Certificates issued in consequence of :—

Change of ownership	13
Alteration of owner's address	1
Fore-cabins deleted	2
Aft-cabins deleted	1
Certificates lost or dilapidated	9

26

Certificates endorsed in consequence of :—

Change of ownership	6
Alteration of owner's address	8
Change of boat's name	10
Fore-cabins deleted	3

27

Number of Boats believed to be in use or available ..	958
---	-----

This total Includes :—

Steam propelled boats	20
Motor propelled boats	41

Infectious Diseases.

No notifications were received from Medical Practitioners of any case of Infectious Disease having occurred on any boat in the district during the year.

Legal Proceedings.

It has not been found necessary during the year to take legal proceedings as in nearly every instance where contraventions have occurred the persons responsible have had the defects remedied with the least possible delay.

FOOD INSPECTION.

HULL.

Report of the Chief Food Inspector.

Public Health (Imported Food) Amendment Regulations, 1933 (to March 31st, 1938), and Public Health (Imported Food) Regulations, 1937 (from April 1st, 1938).

Visits.—Docks, 658 ; Number of steamers of which cargoes were inspected, 1,212 ; Packages landed therefrom, 4,603,691. Number of detention notes issued by H.M. Customs, 577.

Particulars of “ Prohibited ” Meat Discovered.

Nil.

Particulars of “ Conditionally Admissible ” Meat Landed.

Where from.			Description.			Quantity.
Amsterdam	..	..	Bacon	..	..	9,196 packages.
Do.	..	..	Ham	..	..	15 do.
Do.	..	..	Sausages	..	..	2 do.
Bremen	..	..	Bacon	..	..	2,415 do.
Do.	..	..	Tinned Meats	..	..	50 do.
Brisbane	..	..	Beef (Hindquarters)	..	..	63,281 hinds.
Do.	..	..	Beef (Crops)	..	..	41,141 crops.
Do.	..	..	Beef (Offal)	..	..	6,241 packages.
Do.	..	..	Boneless Beef	..	..	3,624 do.
Do.	..	..	Lamb	..	..	42,372 carcasses.
Do.	..	..	Tegs	..	..	4,371 do.
Do.	..	..	Mutton	..	..	12,526 do.
Do.	..	..	Pork	..	..	1,853 do.
Do.	..	..	Sheep Offal	..	..	297 packages.
Do.	..	..	Lamb	„	..	284 do.
Do.	..	..	Veal	„	..	121 do.
Do.	..	..	Pig Kidneys	..	..	40 do.
Do.	..	..	Edible Fat	..	..	594 do.
Do.	..	..	Tinned Meats	..	..	1,781 do.
Do.	..	..	Veal	..	..	169 carcasses.
Copenhagen	..	..	Pig Feet	..	..	801 packages.
Do.	..	..	do. Maws	..	..	111 do.

Particulars of “ Conditionally Admissible ” Meat Landed—Contd.

Where from.			Description.			Quantity.	
Copenhagen	..	..	Sausages	..		9 packages	
Do.	..	..	Tinned Meats	..	4,263	do.	
Do.	..	..	Hams	..	109	do.	
Do.	..	..	Edible Fat	..	375	do.	
Do.	..	..	Bacon	..	94,736	do.	
Danzig	..	..	do.	..	52,788	do.	
Do.	..	..	Hams	..	256	do.	
Do.	..	..	Tinned Meats	..	32,817	do.	
Do.	..	..	Edible Fat	..	19,107	do.	
Finland	..	..	Bacon	..	18,096	do.	
Do.	..	..	Tinned Meats	..	2,993	do.	
Göteborg	..	..	Pig Tongues	..	82	do.	
Do.	..	..	do. Feet	..	26	do.	
Do.	..	..	Bacon	..	6,424	do.	
Do.	..	..	Edible Fat	..	842	do.	
Hamburg	..	..	do.	..	600	do.	
Do.	..	..	Tinned Meats	..	25	do.	
Harlingen	..	..	Bacon	..	17,097	do.	
Do.	..	..	Edible Fat	..	200	do.	
Do.	..	..	Hams	..	8	do.	
Iceland	..	..	Sheep Livers	..	2	do.	
Do.	..	..	Casings	..	3	do.	
Malmö	..	..	Pig Maws	..	10	do.	
Do.	..	..	do. Feet	..	42	do.	
Do.	..	..	do. Tongues	..	89	do.	
Do.	..	..	Bacon	..	22,084	do.	
Do.	..	..	Edible Fat	..	3,786	do.	
New York	..	..	do.	..	207,654	do.	
Do.	..	..	Bacon	..	397	do.	
Do.	..	..	Hams	..	66	do.	
Do.	..	..	Tinned Meats	..	29,428	do.	
Do.	..	..	Pickled Pork	..	10	do.	
Do.	..	..	Salted Meat	..	5	do.	
Do.	..	..	Beef Rounds	..	30	do.	

Particulars of “ Conditionally Admissible ” Meat Landed—Contd.

Where from.			Description.			Quantity.	
New Zealand	..	..	Lambs	..	..	17,411	carcases.
Do.	..	..	Tegs	..	..	125	do.
Do.	..	..	Pork	..	..	213	do.
Do.	..	..	Mutton	..	..	5,360	do.
Do.	..	..	Beef (Crops)	..	..	202	packages.
Do.	..	..	do. (Quarters)	..	..	828	quarters.
Do.	..	..	do. (Offal)	..	..	1,400	packages.
Riga	..	..	Edible Fat	..	..	1,505	do.
Rotterdam	..	..	Bacon	..	..	7,971	do.
Do.	..	..	Casings	..	..	11	do.
Do.	..	..	Edible Fat	..	..	170	do.

Other Food Inspected (before March 31st, 1938).

Description.			Kind of Package.			Quantity.	
Bacon	..	..	Bales and Boxes	..	..	79,145	
Hams	..	..	Casks and Cases	..	..	117	
Casings	..	..	Casks	..	..	20	
Tinned Meats	..	..	Cases	..	..	2,370	
Grease	..	..	do.	..	..	96	

Total Number of Packages of Fruit, &c., Sorted under Supervision.

Description.			Sorted.			Unsound.	
Apples	486 packages.	122	packages.
Jaffa Oranges	1,015 do.	451	do.

Other Foodstuffs found to be Unfit without Sorting.

Description.						Quantity.	
Lettuce	..	..	..	..	..	387	packages.
Spinach	..	..	..	..	..	20	do.
Onions	..	..	..	..	..	4,691	do.
Pickling Onions	..	..	..	..	..	19	do.
Carrots	..	..	..	..	..	68	do.
Parsnips	..	..	..	..	..	183	do.
Radishes	..	..	..	..	..	85	do.
Pears	..	..	..	..	..	497	do.
Apples	..	..	..	..	..	2,048	do.
Melons	..	..	..	..	..	25	do.

Other Foodstuffs found to be Unfit without Sorting—Contd.

Description.						Quantity.	
Bilberries	..	..	..	..	..	2,173	packages.
Plums	..	..	..	..	..	3,364	do.
Endives	..	..	..	..	..	18	do.
Cauliflowers	..	..	..	..	..	2	do.
Grapes	..	..	..	..	..	21	do.
Oranges	..	..	..	..	..	156	do.
Red Cabbage	..	..	..	..	..	8	do.
White Cabbage	..	..	..	..	..	5	do.
Beetroot	..	..	..	..	..	51	do.
Mussels	..	..	..	..	..	88	do.
Fruit Pulp	..	..	..	..	..	2	do.
Prawns	..	..	..	..	..	9	do.
Sugar	..	..	..	..	..	1	do.
Chilled Beef	..	..	..	..	..	2	crops.

Summary of Weights of Unsound Foodstuffs.

Description.				Weight.			
				Tons.	Cwts.	Qrs.	Lbs.
Fruit & Vegetables	..	..	..	288	8	3	5
Shellfish	..	..	..	4	11	2	14
Fruit Pulp	..	..	..	—	3	0	0
Meat	..	..	..	—	2	1	0
Sugar	..	..	..	—	1	1	21

Other Inspections, &c.

During the year the following consignments of meat were detained owing to the absence of the “Official Certificate.” The meat in each case was returned to the Country of Origin :—

Two cases of Sausages.

Thirty-one cases of Swine Tongues.

One case of Corned Beef.

Twenty cases of Jellied Veal.

**Public Health (Imported Food) Amendment Regulations, 1933, and
Public Health (Imported Food) Regulations, 1937.**

The above Regulations have been in operation during the year and are working satisfactorily.

Shellfish Beds.

There are no shellfish beds within the jurisdiction of the Authority.

Public Health (Preservatives in Food) Regulations, 1927.

Particulars of the samples taken and the results obtained are given on pages 47-49.

GOOLE.

Report of the Deputy Medical Officer of Health at Goole.

The undermentioned foodstuffs were inspected during the year :—

Butter	..	..	..	..	..	..	103,526 casks and 941 tons.
Eggs	..	..	..	..	..	..	48,429 casks and 5½ tons.
Bacon	..	..	..	..	..	..	40,971 casks.
Margarine	..	..	..	..	..	..	39,137 bales.
Milk	..	..	..	..	..	..	4,681 tons.
Cheese	..	..	..	..	..	..	2,088 do.
Tripe	..	..	..	..	..	..	1,347 casks.
Udders	..	..	..	..	..	..	1,129 do.
Peas	..	..	..	..	..	..	942 tons.
Milk Powder	..	..	..	..	..	..	16 do.
Kidneys	..	..	..	..	..	..	8 casks.
Maws	..	..	..	..	..	..	12 cases.
Carrots	..	..	..	..	..	..	5 tons.
Parsnips	..	..	..	..	..	..	3 do.
Cucumbers	..	..	..	..	..	..	3 do.
Picklers	..	..	..	..	..	..	2 do.
Offal	..	..	..	..	..	..	1 cask.

All the food inspected at Goole was sound.

REPORT OF THE PORT ANALYST.

Foodstuffs.

In the table below the results of the examination of 29 samples of foodstuffs are set out :—

Food.	Result of Analysis.	Total.	Satis- factory.	Unsatis- factory.
Butter (Poland),	Genuine butter, free from excess water and preservatives	1	1	—
Margarine (Holland),	Sound edible products, free from excess water and preservatives	2	2	—
Lard (Holland, 1), (Poland, 5),	Genuine lard, free from water and preservatives	6	6	—
Edible Fats (Holland, 1), (Rumania, 1), (Sweden, 1),	Sound fats, free from water and preservatives ..	3	3	—
Flour, ..	Infested with living weevils and larvae	1	—	1
Gooseberry Pulp (Holland),	Contained 561 parts sulphur dioxide per millon (Allowed 1,500 parts)	1	1	—
Brine (from pickled Pigs' Tongues),	30 per cent. salt brine without nitrate or other preservative	1	1	—

Tinned Foods—

Skimmed Con- densed Milk (Holland),	Sound product ; 28·6 per cent. total milk solids ; free from preservatives	1	1	—
Cream (Denmark),	32·7 per cent. total solids and 25·6 per cent. milk fat. Free from preservatives and thickening agents ..	1	1	—
Tomatoes (Italy),	Six samples contained 15 to 25 parts copper per million, and two, 40 and 90 parts copper, on dry solids	8	8	—

Tinned Foods—continued.

Food.	Result of Analysis	Total.	Satis- factory.	Unsatis- factory.
Chicken Breast (Poland),	Sound condition ; free from preservatives	1	1	—
Liver Paste (Poland),	Sound condition ; free from preservatives	1	1	—
Anchovies (Sweden),	Sound condition ; free from preservatives	1	1	—
Herrings (Sweden),	Analysis revealed a trace of benzoic acid preservative (Fairly satisfactory) ..	1	1	—
		—	—	—
		29	28	1
		—	—	—

The foodstuffs examined were regarded as of satisfactory composition, with the exception of the sample of flour, which was badly infested with living forms of a grain beetle or weevil, and its larvae, and was unfit for use as human food.

In view of certain statements to the effect that imported lard was not genuine hog fat in all instances, it is interesting to note that all the six samples sent for analysis under this designation were pure lard, free from water and foreign additions of all kinds.

Of the three samples of edible fats other than lard, one was described as “Sheep’s Ghee.” Ghee, as produced in India and elsewhere from the milk of the cow, sheep or goat, is the clarified fat of the milk of the animal, is free from water, and has better keeping qualities in tropical climates than butter, which contains water. Ghee is frequently adulterated with animal and vegetable fats, but no evidence of any foreign addition was obtained on the analysis of this sample.

The question of the occurrence of copper in tomato products has been before the Ministry of Health for some time, and the Ministry has held two Conferences with Port Medical Officers on the subject. As a result, it was decided in October, 1938, that imported tomatoes containing more than 50 parts of copper per million (calculated on the dry solids) be refused admission to this country after January

1st, 1940 ; and that until then, and from the 1st January, 1939, imported tomatoes containing over 100 parts of copper per million (on the dry solids) be refused admission ; but that in regard to products containing between 50 and 100 parts of copper per million, a warning issued to the importers that such tomatoes will not be admitted after 1st January, 1940. Only one sample of the 8 tinned tomatoes contained more than 40 parts of copper, and this showed (on the dry solids) 90 parts of copper per million. This sample was examined before any definite limit for copper had been agreed on, and was passed as satisfactory. As a result of the standard now fixed, however, such a product would be refused admission at the Port after January next.

No miscellaneous samples were received during the year.

Dangerous Drugs Act, 1920.

Three applications were received for certificates to procure drugs under the provisions of the above Act. The drugs were for use on board the following vessels :—s.s. “ Frank Seamens ” (Norwegian), m.v. “ Slemdal ” (Norwegian) and s.s. “ Bona ” (French).

MEDICAL INSPECTION OF ALIENS.

The number of aliens entering the Port Health District shows an increase of 368 when compared with the figure for 1937. The number of transmigrants entering the Port was 219 less than in the previous year.

Medical Inspection of Aliens.

Port Health District of Hull and Goole.

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1938.

	Total.	Number inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.	CERTIFICATES ISSUED.					TRANSMIGRANTS.	
				Lunatic, Idiot or M.D.	Undesirable for Medical Reasons.	Physically Incapacitated.	Suffering from acute Infectious Disease.	Landing necessary for adequate Medical Examination.	Verminous.	Trachoma, Favus, &c.
1. (a) Total number of Aliens (excluding Alien Seamen) landing at the Port	*5300	4665	265	(a)	(b)	(c)	(d)	(e)		
(b) Aliens refused permission to land by Immigration Officer	25	—	—	—	—	—	—	—	—	—
(c) Transmigrants ..	778	778	778	—	—	—	—	—	—	—
2. Total Aliens arriving at the Port	6103	5443	1043	—	—	—	—	—	—	—
3. (a) Total number of vessels carrying Alien Passengers ..									965	
(b) Number of such vessels dealt with by the Medical Inspector									481	

965

481

The term "Inspection" relates to the preliminary inspection of Aliens as they pass before the Medical Inspector.

The term "Medical Examination" relates to detailed medical examination.

* Including 115 Aliens landing at Goole.

TABLE A.

							Total.
Analysis of Aliens landing [see 1 (a)].							
Residents Returning	..	..	..	..	..	..	209
In Transit	..	..	..	..	..	..	284
Visitors	..	..	..	..	..	..	3,151
Business	..	..	..	..	..	..	594
Diplomatic	..	..	..	..	..	..	52
Seamen	..	..	..	..	..	..	25
Contract Seamen	..	..	..	..	..	..	491
Ministry of Labour Permit (M.L.) :—							
(a) Males	..	..	..	..	..	142	} 363
(b) Females	..	..	..	..	..	198	
(c) Children	..	..	..	..	..	23	
Aliens coming to settle not holding M.L. Permits :—							
(a) Males	..	..	..	..	..	62	} 131
(b) Females	..	..	..	..	..	55	
(c) Children	..	..	..	..	..	14	
Total							5,300

TABLE B.

		Examined.	No. of certificates issued.
Classification of Aliens referred to the Medical Inspector by the Immigration Officer for detailed examination :—			
(i) Intending to take up employment and remain in the country over 3 months	.. .. .	208	None
(ii) Intending to make their homes in this country	.. .. .	5	None
(iii) Students coming for educational purposes	.. .. .	27	None
(iv) In regard to whom there is any mention of health as a reason for their visit	.. .. .	4	None
(v) Who appear to the I.O. not to be in robust health	.. .. .	2	None
(vi) Who appear to the I.O. to be mentally or physically abnormal or sub- normal	.. .. .	—	—
(vii) Who appear to the I.O. to be dirty in their person	.. .. .	—	—
(viii) Seamen travelling as passengers	..	13	None
(ix) Selected for special reasons	.. ..	6	None

TABLE 1.

Summary of Vessels Inspected, Foreign and Coastwise.

HULL.

From						
Foreign	{	Steamships	..	..	..	3,058
		Motor Vessels	..	..	..	482
		Sailing Vessels	..	..	..	2
		Fishing Vessels	..	..	..	762
Coastwise	{	Steamships	..	..	..	998
		Motor Vessels	..	..	..	203
		Sailing Vessels	..	..	..	2
		Fishing Vessels	..	..	..	1
					————	5,508

GOOLE.

Foreign	{	Steamships	..	..	..	..	677
		Motor Vessels	..	..	..	..	80
		Sailing Vessels	..	..	..	..	—
Coastwise	{	Steamships	..	..	..	..	475
		Motor Vessels	..	..	..	..	139
		Sailing Vessels	..	..	..	..	—
							— 1,371
							6,879
Extra Visits			..	..			2,061
							—
Total ..							8,940

Summary of Vessels Inspected, British and Foreign Owned.

HULL.

Owners.						
British	{	Steamships	..	..	..	2,368
		Motor Vessels	..	..	..	379
		Sailing Vessels	..	..	..	2
		Fishing Vessels	..	..	..	759
					————	3,508
Foreign	{	Steamships	..	..	..	1,688
		Motor Vessels	..	..	..	306
		Sailing Vessels	..	..	..	2
		Fishing Vessels	..	..	..	4
					-----	2,000
Carried forward						5,508

GOOLE.

Owners.		Brought forward ..	..	5,508
British	{ Steamships	..	..	916
	{ Motor Vessels	..	..	95
	{ Sailing Vessels	..	..	—
				—— 1,011
Foreign	{ Steamships	..	..	236
	{ Motor Vessels	..	..	124
	{ Sailing Vessels	..	..	—
				—— 360
				6,879
	Extra Visits	..	..	2,061
				——
		Total	..	8,940
				——

They were of the following nationalities :—

British	..	..	..	..	..	4,519
Dutch	..	..	..	..	..	379
German	..	..	..	..	..	349
Norwegian	..	..	..	..	..	327
Finnish	..	..	..	..	..	295
Swedish	..	..	..	..	..	256
Danish	..	..	..	..	..	215
Greek	..	..	..	..	..	92
Polish	..	..	..	..	..	82
Esthonian	..	..	..	..	..	65
Latvian	..	..	..	..	..	49
Belgian	..	..	..	..	..	36
Russian	..	..	..	..	..	35
American	..	..	..	..	..	33
Icelandic	..	..	..	..	..	32
Italian	..	..	..	..	..	29
Egyptian	..	..	..	..	..	25
Jugo-Slavian	..	..	..	..	..	14
French	..	..	..	..	..	11
Lithuanian	..	..	..	..	..	11
Panamanian	..	..	..	..	..	5
Japanese	..	..	..	..	..	4
Danzig (Free State)	..	..	..	..	..	4
Rumanian	..	..	..	..	..	4
Bulgarian	..	..	..	..	..	3
Hungarian	..	..	..	..	..	2
Portuguese	..	..	..	..	..	2
Spanish	..	..	..	..	..	1
						——
				Total	..	6,879
						——

TABLE 2.
Water Samples.

Date.	Vessel.	Source of Water.	Information, verbal or written.	From whom obtained.	Chemical examination.	Bacteriological examination.
1938. Jan. 5	m.v. "Dixcove"	Port Harcourt and Hull.	Verbal	Chief Officer	Satisfactory	Presumptive evidence of B. Coli.
" 12	s.s. "Everett"	Seattle	"	"	"	Negative.
" 19	s.s. "Figge"	Danzig	"	"	"	"
" 26	s.s. "Wisla"	Gdynia	"	"	"	"
Feb. 2	s.s. "Jiul"	Marseilles and Hull	"	Master	"	Presumptive evidence of B. Coli.
" 9	s.s. "Union"	Copenhagen	"	Chief Officer	"	Negative.
" 16	s.s. "P. Madsen"	Bordeaux	"	Master	Fairly satisfactory	"
" 23	s.s. "Skun"	Christiansand	"	Chief Officer	Satisfactory	"
" 24	m.v. "Alfred Jones"	Lagos and Las Palmas	"	Master	"	"
Mar. 2	s.s. "Teseo"	Alexandria	"	"	"	"
" 9	s.s. "Nemanja"	Bahia Blanca	"	"	"	Presumptive evidence of B. Coli.
" 16	s.s. "Ioannis Francos"	Galveston	"	Chief Officer	Fairly satisfactory	"
" 23	s.s. "Kelso"	New York	"	"	Satisfactory	Negative.
" 30	s.s. "Perseo"	Alexandria	"	Master	Unsatisfactory	"
Apl. 6	s.s. "Loch Ranza"	Port Said	"	"	"	"
" 13	s.s. "Star of Egypt"	Alexandria and Hull	"	"	Satisfactory	"
" 20	s.s. "Peterston"	Dakar	"	"	"	"
" 27	s.s. "Raffinage"	Corytown	"	Chief Officer	"	"
May 4	s.s. "Stavros"	Port Said and Hull	"	Master	"	Presumptive evidence of B. Coli.

"	11	s.s. " Llandaff "	..	Barry	..	"	Chief Officer	..	Negative
"	19	s.s. " Nicolaou Georgios "	..	Port Said	..	"	Master	..	"
"	25	s.s. " Aun " ..	..	Las Palmas	..	"	"	..	Presumptive evidence of B. Coli.
June	1	s.s. " Dunavis "	..	London	..	"	Chief Officer	..	Negative.
"	15	s.s. " Fostat "	..	Alexandria	..	"	Master	..	"
July	6	s.s. " Trefusis "	..	Dakar (Waterboat)	..	"	"	..	Presumptive evidence of B. Coli.
"	13	s.s. " Sokol "	..	St. Lucia	..	"	Chief Officer	..	"
"	20	s.s. " Triton "	..	Dakar	..	"	Master	..	Negative.
"	27	s.s. " Stakesby "	..	St. Vincent, Cape Verde Is.	..	"	"	..	"
Aug.	24	s.s. " Tassis "	..	Vancouver	..	"	Chief Officer	..	"
Oct.	12	s.s. " Hans Broge "	..	Grangemouth	..	"	"	..	"
"	19	s.s. " Star of Cairo "	..	Alexandria	..	"	Master	..	"
"	26	s.s. " Fishpool "	..	Yenesei River	..	"	"	..	Presumptive evidence of B. Coli.
Nov.	3	s.s. " Kioto "	..	Dunkirk & Antwerp	..	"	Chief Officer	..	Negative.
"	9	s.s. " Bassano "	..	Montreal	..	"	"	..	"
"	16	s.s. " Isleworth "	..	Buenos Aires & Hull	..	"	Master	..	"
"	23	s.s. " Polycarp "	..	Para, Brazil	..	"	"	..	"
"	30	s.s. " Luigi " ..	..	Gibraltar	..	"	"	..	Presumptive evidence of B. Coli.
Dec.	1	s.s. " City of Dieppe "	..	Adelaide & Cape Town.	..	"	"	..	Negative.
"	7	Waterboat No. 5	..	Hull ; direct from Tank.	..	"	Man in Charge.	..	"
"	14	s.s. " Andreas "	..	Buenos Aires	..	"	Master	..	"
"	21	s.s. " Flora " ..	..	Hull and Port Said	..	"	"	..	Presumptive evidence of B. Coli.
"	28	s.s. " Bassa "	..	Rotterdam	..	"	"	..	Negative.

TABLE 3.
Medical Inspection of Vessels.

From.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
Abadan	1	2	3	3	1	2	3	1	3	2	3	...	24
Adelaide	1	1	2	1	2	1	1	2	2	1	1	1	16
Albany					1								1
Alexandria	7	5	6	5	4	2	5	4	1	4	3	2	48
Amsterdam					1		1						2
Ancona				1									1
Antwerp				1		1	1	1	3				7
Aruba												1	1
Bahia Blanca			1				1						2
Bangkok									1				1
Bathurst			1	1	1	1		1			1		6
Blyth										1			1
Bombay			1	1	2	1	2		1		2	1	11
Boulogne								1					1
Braila											1	1	2
Bremen	1	2	2	4	8	10	6	9	7	3	1	3	56
Brisbane	1												1
Buenos Aires	2	4	2	1		2	2	1	3	4	3	2	26
Bunbury	1							1					2
Burutu	2												2
Butaritari (S. Seas) ..									1				1
Calcutta									1		1		2
Calingapatam			1										1
Callao					1								1
Casablanca				1				1					2
Camocim, Brazil	1												1
Ceara						1						1	2
Coconada						1							1
Conakry	1												1
Constanza									2			1	3
Copenhagen	3	3			4	4	5	4	4	3	2	2	34
Curacao			1										1
Dakar						1		1					2
Danzig			1										1
Durban							1						1
El Segundo					1								1
Fishing Grounds	2		1	1	1				1				6
Freetown	1	5	1	1	1		2	1	1	1		3	17
Fremantle	1	1	2	3	1	3	1	2		3	2	2	21
Gdynia	2	4	3	2	3	4	4	3	3	3	1	4	36
Geelong				1			1						2
Gefle			1										1
Genoa										1			1
Gothenburg		1	2		3	2	4	2	2	1		1	18
Hamburg	8	4	7	11	10	11	13	11	11	9	6	5	106
Harlingen						1	3	1	1				6
Haugesund			2										2
Haifa	1											1	2
Helsingfors	5	4	4	4	4	7	7	7	6	4	5	3	60
Houston								1					1
Jaffa	1	2	5	1									9
Karachi							1	1	2				4
Klaipeda							1						1
Carried forward ..	42	38	49	43	49	55	65	56	56	40	32	34	559

TABLE 3.—Continued.

From.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
Brought forward	42	38	49	43	49	55	65	56	56	40	32	34	559
Kotka				1	1								2
Les Falaises	1												1
Liepaja							1						1
Los Angeles		1											1
Malmo						1	2	1	2	1		1	8
Mauritius	1												1
Melbourne	2			2			1	1				2	8
Memel			1			1							2
Mombasa					1	1	1		1				4
New Orleans			1										1
New York		1		1			1		1			1	5
Nicolaieff									1	1			2
Novorossisk			1	2			1	1					5
Odessa								1			1	1	3
Oslo		1	2	1	2	1				1	1		9
Otterbacken							1						1
Paulo Sambo						1							1
Pepel									1				1
Port Alma	1												1
Port Harcourt	1												1
Port Sudan				1		1	2	2					6
Puerto Alegre				1									1
Rangoon					3				1				4
Reykjavik		1				1					1	1	4
Riga								1					1
Rosario	3		3		1	1							8
Rotterdam	10	8	9	9	9	9	9	7	6	9	8	9	102
Sabang										1			1
Saigon	1							1					2
Samarang		1											1
San Pedro de Macoris					1								1
Sfax	1		1								1		3
Stavanger				1									1
Stockholm					2	2	2		1				7
Stratoni	1												1
Susak						1							1
Sydney		2		1	1	1	1	1			1		8
Takoradi	1												1
Tallin			1	1	4	5	4		1	2	1	2	21
Theodosia								1					1
Thevanard						1							1
Thorshavn			1										1
Tunis			1					1				1	3
Valparaiso									1				1
Vancouver			1										1
Verawal						2							2
Vizagapatam									1				1
Wallaroo			1				1	1					3
Wyndham							1		1				2
Total	65	53	72	64	74	84	93	75	74	55	46	52	807

TABLE 4.

Incidence of Sickness on Vessels boarded on
arrival by Medical Officers, 1938.

DISEASE.	Under 20 years.	20-30 years.	31-40 years.	41-50 years.	51-60 years.	Over 60 years.	Totals.
Appendicitis			1	1			2
Bronchitis			1	1			2
Chicken-pox	3						3
Chill		1					1
Cholelithiasis		1					1
Dermatitis					1		1
Dhobie Itch	1						1
Duodenal Ulcer				1			1
Erysipelas			1				1
Fibricula		1					1
Furunculosis					1		1
Gastritis		1	1			1	3
Gastro-enteritis			1				1
Hallucinations			1				1
Hemiplegia, left				1			1
Impetigo			1		1		2
Influenza			4				4
Inguinal Hernia				1			1
Injury			6	3	1	1	11
Laryngitis				1			1
Lumbago		1	1				2
Malaria	1	6	4	3	2		16
Measles	1	1					2
Mumps		1					1
Pneumonia	1				1		2
Renal Colic			1				1
Rheumatism	1	1			1		3
Scabies	1	2	1				4
Sensitization Rash		1					1
Septic Throat			2				2
Synovitis					1		1
Tonsillitis	1	5					6
Tuberculosis		2	1	1			4
Urethritis		1					1
Urticaria			1				1
Venereal Diseases	3	6	3	1			13
Vertigo						1	1
Totals	13	31	31	14	9	3	101

TABLE 5.
Tabulated Statement showing the Total Number of Admissions to Hospitals during 1938.

Date of Admission.	Disease.	Rating.	Nationality.	Name of Vessel.	Where from.	Result.
1938. Feb. 17th	Measles	Cook ..	British	s.s. " Rona Head "	Inverkeithing	Discharged 22nd Feb.
" 24th	Malaria	Ordinary Seaman	"	m.v. " Alfred Jones "	West Coast of Africa	" 9th Mar.
Apl. 28th	"	Passenger	"	m.v. " Deido "	" "	" 27th May
" 28th	"	"	"	"	" "	" 27th May
" 28th	"	Cook ..	"	"	" "	" 12th May
May 22nd	Measles	"	Spanish	s.s. " Atxuri Mendi "	Laid up in Hull	" 4th June
" 25th	Malaria and Gonorrhoea	A.B. ..	British	s.s. " Baron Ailsa "	Bombay	" 15th June
June 10th	Malaria	3rd Officer	British	s.s. " Leonian "	West Coast of Africa	" 23rd June
Aug. 6th	"	Fireman	Eirean	s.s. " Tregantle "	Adelaide	" 19th Aug.
" 6th	"	"	"	"	"	" 19th Aug.
Sept. 2nd	Tonsillitis	Deck Hand	British	s.t. " St. Rose "	Fishing Guds.	" 8th Sept.
Nov. 30th	Bronchitis	Seaman	Lascar	s.s. " City of Dieppe "	Adelaide	" 10th Oct.
Dec. 25th	Malaria	Assist. Cook	British	s.s. " Bassa "	West Coast of Africa	"

TABLE 6.
Table giving Particulars of Vessels on their Arrival as having, or having had,
Infectious Disease on Board.

Date.	Name of Vessel.	Where from.	No. of Cases.	Rating.	How dealt with.
CHICKEN-POX.					
1938. April 21st	s.s. "Port Huon"	Sydney	2	Crew	Isolated on board.
May 19th	m.v. "Esperance Bay"	Fremantle	1	Passenger	Proceeded to his home.
DYSENTERY.					
Sept. 16th	s.s. "Warora"	Calcutta	1	Seaman	Suffered during voyage.
ERYSIPELAS.					
June 5th	s.s. "Kioto"	Antwerp	1	3rd Engineer	Treated on board.
INFLUENZA.					
Jan. 17th	s.s. "City of Nagpur"	Cape Town	1	Seaman	Removed to the Beverley Road Hospital, Hull.
April 20th	s.s. "Merkur"	Kotka	1	Fireman	Treated on board.
July 7th	s.s. "Julia"	Haminar	1	Chief Officer	Treated on board.
Dec. 5th	s.s. "Vim"	Fecamp	1	Seaman	Treated on board.

MALARIA.

Jan. 6th	m.v. "Gambian"	..	Freetown	..	1	2nd Engineer	..	Treated on board.
Jan. 18th	s.s. "Muneric"	..	Freetown	..	1	Seaman	..	Treated on board.
Jan. 26th	s.s. "Liberian"	..	Freetown	..	3	Crew	..	Suffered during voyage.
Feb. 4th	s.s. "Bereby"	..	Freetown	..	3	Crew	..	Suffered during voyage.
Feb. 15th	s.s. "P. Madsen"	..	Freetown	..	1	Seaman	..	Treated on board.
Feb. 21st	s.s. "Takoradian"	..	Freetown	..	1	Steward	..	Treated on board.
Feb. 24th	m.v. "Alfred Jones"	..	Freetown	..	6	Crew	..	4 suffered during voyage; 1 landed at Sierra Leone; 1 removed to the City Hospital, Cottingham.
Mar. 31st	m.v. "Gambian"	..	Freetown	..	3	Crew	..	2 suffered during voyage; 1 landed at Lagos.
April 28th	m.v. "Deido"	..	Bathurst	..	4	Passengers and Crew.	..	3 removed to the City Hospital, Cottingham; 1 died in hospital at Port Harcourt.
May 25th	s.s. "Baron Ailsa"	..	Bombay	..	1	A.B.	..	Removed to the Beverley Road Hospital.
June 9th	s.s. "Leonian"	..	Bathurst	..	2	Crew	..	1 removed to the City Hospital. Cottingham; 1 remained on board.
July 1st	s.s. "Burgos"	..	Freetown	..	1	Fireman	..	Treated on board.
July 8th	s.s. "Sobo"	..	Freetown	..	1	2nd Engineer	..	Proceeded to his home for treatment.

TABLE 6.—Continued.
**Table giving Particulars of Vessels on their Arrival as having, or having had,
 Infectious Disease on Board.**

Date.	Name of Vessel.	Where from.	No. of Cases.	Rating.	How dealt with.
MALARIA.—Continued.					
July 12th	s.s. "Dromore Castle"	Mombasa	2	Crew	Suffered during voyage.
Aug. 6th	s.s. "Tregantle"	Adelaide	2	Crew	Removed to the City Hospital, Cottingham.
Oct. 2nd	m.v. "Mary Kingsley"	Dakar	4	Crew	2 suffered during voyage; 1 landed at Port Harcourt; 1 landed at Takoradi.
Dec. 1st	s.s. "City of Dieppe"	Adelaide	1	Seaman	Treated on board.
Dec. 24th	s.s. "Bassa"	Freetown	1	Asst. Cook	Removed to the City Hospital, Cottingham.
MEASLES.					
Feb. 7th	s.s. "Rora Head"	Inverkeithing	1	Cook	Removed to the City Hospital, Cottingham.
May 15th	s.s. "City of Lille"	Rangoon	1	D.B.S.	Suffered during voyage.
May 21st	s.s. "Atxuri Mendi"	Laid up in Hull	1	Wireless Operator	Removed to the City Hospital, Cottingham.

MUMPS.						
May 24th	s.s. "Clan Cumming"	Sydney	..	1	Seaman	.. Treated on board.
PNEUMONIA.						
April 18th	s.s. "Godafoss"	Hamburg	..	1	Passenger	.. Proceeded to Iceland.
July 5th	s.s. "Britannia"	Leith	..	1	Seaman	.. Removed to the Anlaby Road Hospital.
July 24th	s.s. "Demodocus"	Melbourne	..	1	2nd Cook	.. Died; buried at sea.
TUBERCULOSIS.						
Mar. 14th	s.s. "King Frederick"	Vancouver	..	1	Cook	.. Proceeded to his home.
Mar. 14th	s.s. "King Frederick"	Vancouver	..	1	Cabin Boy	.. Remained on board.
May 8th	s.s. "Spero"	Copenhagen	..	1	D.B.S.	.. Proceeded to London for treatment.
Sept. 22nd	s.s. "Port Darwin"	Adelaide	..	1	Fireman	.. Proceeded to his home for treatment.
Oct. 22nd	s.s. "Sylvia de Larrinaga"	Buenos Aires	..	1	Boatswain	.. Proceeded to his home for treatment.
Dec. 22nd	s.s. "Mahana"	Melbourne	..	1	Seaman	.. Landed at Durban.

TABLE 7.
Bacteriological Examination of Rats.

Varieties.	Rats from Docks, Warehouses, etc.			Rats from Ships in Docks.		
	Found dead.	Found dead in traps.	Trapped and killed.	Found dead after fumigation.	Found dead	Trapped and killed.
Mus Rattus	—	—	4	—	10	331
Mus Alexandrinus	—	—	—	—	—	95
Mus Norvegicus.....	—	—	11	—	—	—
Totals ..	—	—	15	—	10	426

TABLE 8.

Total No. of Ships Inspected—6,879.

Total No. of Ships with defects, including those due to dirt, vermin, &c.—1,297.

(a) **At HULL—**

British owned	..	..	..	..	..	564
Foreign owned	..	..	..	..	..	538

(b) **At GOOLE—**

British owned	..	..	..	..	..	60
Foreign owned	..	..	..	..	..	135

(a) **DEFECTS OF ORIGINAL CONSTRUCTION.**

					No. of defects.	Remedied (up to 31st Dec., 1938).
British.						
VENTILATION :—						
Unventilated crews' quarters	..	..			2	—
Do. cabins	..	..	..		12	—
Do. messrooms	..	..	..		12	—
Do. water closets	..	..			49	9
Do. wash-places	..	..			45	13
Ventilators in an unsatisfactory position over bunks	..	..	..	..	91	25
LIGHTING :—						
Insufficient lighting to crews' quarters	..				182	1
Insufficient artificial lighting to crews' quarters	..	..	..	..	2	—
CREWS' QUARTERS :—						
No food lockers provided	..	..	..		2	—
Crews' quarters insufficiently heated	..				18	5
No stoves provided	..	..	..		7	1
No stove pipe fittings in forecastle head					2	—
WATER CLOSETS :—						
W.C.'s. without water supply	..	..			70	8
Total					494	62

(a) DEFECTS OF ORIGINAL CONSTRUCTION—*Continued.*

			No. of defects	Remedied (up to 31st Dec., 1938).
Foreign.				
VENTILATION :—				
Unventilated crews' quarters	..	..	74	1
Do. cabins	..	..	142	—
Do. messrooms	..	..	80	—
Do. water closets	..	..	177	5
Do. wash-places	..	..	237	4
Do. changing rooms	..	..	5	—
Do. recreation rooms	..	..	3	—
Do. laundries and drying rooms			2	—
Do. oilskin locker	..	..	1	—
Do. galley	..	..	1	—
Ventilators in an unsatisfactory position over bunks	..	..	71	6
Insufficient ventilation to crews' quarters			10	—
Do. cabins	..		8	—
LIGHTING :—				
Insufficient lighting to crews' quarters	..		57	2
Insufficient artificial lighting to crews' quarters	..	..	1	—
CREWS' QUARTERS :—				
Crews' quarters insufficiently heated	..		31	—
No stove provided	..	..	1	1
No flanges for stove pipes	..	..	16	—
No chain pipes—anchor cables passing through crews' quarters	..	..	2	—
Stove pipes passing through ventilators			2	—
WATER CLOSETS :—				
W.C.'s. without water supply	..	..	291	1
Insanitary type of W.C.	..	..	1	—
No W.C.'s. provided	..	..	2	—
Total				20

(b) STRUCTURAL DEFECTS THROUGH
WEAR AND TEAR.

					No. of defects	Remedied (up to 31st Dec., 1938).
British.						
Defective	W.C.'s. and fittings	..	..		114	71
Do.	stoves and fittings	..	..		42	35
Do.	side ports and glasses	..	..		66	48
Do.	bunks	..	..	..	27	9
Do.	ventilators	..	..	..	19	17
Do.	chutes to ventilators over bunks				12	4
Do.	steam pipes	..	..	..	9	5
Do.	food lockers	..	..	..	8	2
Do.	radiators	..	..	..	6	3
Do.	hawse pipes	..	..	..	5	4
Do.	flooring	..	..	..	5	4
Do.	wash-hand basins	..	..	..	4	4
Do.	shell plates	..	..	..	6	6
Do.	flour bins	..	..	..	4	4
Do.	water service to wash-places	..			4	—
Do.	doors	..	..	..	4	4
Do.	shower baths	..	..	..	3	3
Do.	messroom tables	..	..	..	3	3
Do.	fresh water tanks	..	..	..	3	2
Do.	forepeak tanks	..	..	..	3	3
Do.	bulkheads	..	..	..	2	—
Do.	waste pipes from wash-places	..			2	2
Do.	steam heating system	..	..		1	1
Do.	electric light fittings	..	..		2	—
Do.	sheathing	..	..	..	1	1
Do.	scupper pipe	..	..	..	1	1
Do.	mosquito netting	..	..	..	1	—
Do.	hot-water pipe joint	..	..		1	1
Do.	dead light	..	..	..	1	1
Leaky overhead decks causing dampness					33	24
Total					392	262

(b) STRUCTURAL DEFECTS THROUGH
WEAR AND TEAR—*Continued.*

				No. of defects.	Remedied (up to 31st Dec., 1938).
Foreign.					
Defective W.C.'s. and fittings	..	..		170	49
Do. stoves and fittings	..	..		11	7
Do. side ports and glasses	..	..		62	50
Do. ventilators	..	..	..	28	24
Do. food lockers	..	..	..	9	7
Do. forecastle forms	..	..	..	4	4
Do. deck lights	..	..	..	4	—
Do. shower baths	..	..	..	4	4
Do. shell plates	..	..	..	3	3
Do. steam pipes	..	..	..	3	3
Do. water pumps	..	..	..	3	2
Do. scupper pipes	..	..	..	2	1
Do. radiators	..	..	..	2	—
Do. doors	..	..	..	2	2
Do. bulkheads	..	..	..	2	—
Do. messroom tables	..	..	..	2	2
Do. sheathing	..	..	..	2	2
Do. afterpeak tank	..	..	..	1	1
Do. electric light fittings	..	..		1	—
Do. flooring	..	..	..	1	—
Do. hawse pipe	..	..	..	1	—
Do. dead light	..	..	..	1	1
Leaky overhead decks causing dampness	..			6	—
Total				324	162

(c) DIRT, VERMIN AND OTHER CONDITIONS
PREJUDICIAL TO HEALTH.

		No. of defects.	Remedied (up to 31st Dec., 1938).
British.			
Dirty condition of crews' quarters	..	170	154
Do. cabins .. ..	..	204	166
Do. messrooms .. ..	..	42	38
Do. berths .. ..	..	4	4
Do. bunks .. ..	..	2	2
Do. pantry .. ..	..	1	1
Do. food lockers .. ..	..	3	3
Do. provision storeroom		1	1
Do. wash-places .. ..	..	38	36
Insanitary condition of water closets	..	38	38
Choked waste pipes .. ..	..	3	3
Do. scupper pipes .. ..	..	2	—
		— 508	— 446
Verminous condition of crews' quarters..		142	134
Do. cabins .. ..	..	204	149
Do. berths .. ..	..	6	6
Do. messrooms .. ..	..	6	4
Do. bunks .. ..	..	4	4
Do. pantries .. ..	..	5	4
Do. galleys .. ..	..	2	2
Do. storeroom .. ..	..	1	—
Do. saloon .. ..	..	1	1
Do. chart room .. ..	..	1	—
		— 372	— 304
Deposits in fresh water tanks (14 ships) ..		20	20
Insanitary condition of galley refuse ..	..	4	4
Dampness in cabins .. ..	..	4	1
Drying-room used as deck store .. ..	..	1	1
		— 29	— 26
Totals ..	..	909	776

(c) DIRT, VERMIN AND OTHER CONDITIONS
PREJUDICIAL TO HEALTH—*Continued.*

		No. of defects.	Remedied (up to 31st Dec., 1938).
Foreign.			
Dirty condition of crews' quarters	..	15	13
Do. cabins	.. ..	26	26
Do. bunks	.. ..	11	11
Do. messrooms	.. ..	4	4
Do. wash-places	.. ..	5	5
Insanitary condition of water closets	..	19	17
		— 80	— 76
Verminous condition of crews' quarters	..	37	31
Do. cabins	.. ..	68	60
Do. bunks	.. ..	2	—
Do. messrooms	..	10	8
Do. pantries	..	7	7
Do. storeroom	..	1	1
Do. deck	.. ..	1	1
		— 126	— 108
Deposits in fresh water tanks (2 ships)	..	4	4
Insanitary condition of galley refuse	..	2	2
Wash-place used as deck store	.. ..	1	1
		— 7	— 7
		—	—
Totals	.. ..	213	191
		—	—

During the year 1,034 dirty and old beds were burned on board vessels in the port.

It was unnecessary to serve any statutory notices during the year; all the repairs, etc., referred to above were done as the result of informal action.

The 415 crews' quarters reported to be in a dirty condition at the time of inspection were of the following nationalities :—

Dirty Condition of Crews' Quarters.

Nationality.	No. of Ships inspected.	No. of Ships concerned.		No. of crews' quarters in dirty condition.	
		Found.	Re-medied.	Found.	Re-medied.
British.....	4,519	105	87	374	320
Dutch	379	1	1	1	1
German	349	—	—	—	—
Norwegian	327	2	2	11	11
Finnish	295	3	3	7	7
Swedish.....	256	1	1	4	4
Danish	215	—	—	—	—
Greek	92	3	3	10	10
Polish	82	—	—	—	—
Esthonian	65	2	2	3	3
Latvian	49	1	1	1	1
Belgian	36	—	—	—	—
Russian	35	—	—	—	—
American	33	—	—	—	—
Icelandic	32	1	—	2	—
Italian	29	—	—	—	—
Egyptian	25	—	—	—	—
Jugo-Slav	14	—	—	—	—
Lithuanian	11	—	—	—	—
French	11	—	—	—	—
Panamanian	5	2	2	2	2
Japanese	4	—	—	—	—
Rumanian	4	—	—	—	—
Danzig Free State	4	—	—	—	—
Bulgarian	3	—	—	—	—
Portugese	2	—	—	—	—
Hungarian	2	—	—	—	—
Spanish	1	—	—	—	—
Totals ...	6,879	121	102	415	359



